SUBJECT GROUP 5000-5199 GENERAL 20 MAR 2000

SUBGROUP 5090 - ENVIRONMENTAL PROTECTION

Ref: (a) OPNAVINST 5090.1 Series
(b) COMNAVBASENORVAINST 5090.6 Series
(c) CNO ltr 5090 Ser N452E/8U595418 of 6 Apr 98
(d) CINCLANTFLT NORFOLK VA 231655Z Jul 98
(e) NAVSTA Norfolk Shipbuilding and Ship Repair Coating Implementation Plan
(f) COMNAVBASE Norfolk ltr Ser 5090 970/05/0265 of 1 Dec 99
(g) Aerospace Manufacturing and Rework Facilities NESHAP Compliance Training Manual, Roy F. Weston of Jul 98
(h) CINCLANTFLTINST 5400.2 series (LANTFLTREGS)

5090.1 Environmental Compliance in the Hampton Roads Area

a. Navy Policy. Reference (a) promulgates Navy policy regarding environmental compliance. The following sections provide additional guidance and direction to supplement reference (a) for use in Hampton Roads. Various additional requirements are required at Hampton Roads facilities due to Virginia environmental regulations and permit requirements.

b. Area of Coverage. The following sections provide specific information on environmental compliance requirements at NAVSTA Norfolk, Craney Island, NAS Oceana/Dam Neck/Fentress Field, NAVPHIBASE Little Creek, and WPNSTA Yorktown/Cheatham Annex. Requirements for NAVSHIPYD Norfolk are addressed in NAVSHIPYDINST 5400.1 series. Specific requirements for other Hampton Roads facilities should be obtained from the facility environmental staffs.

5090.2 Painting/Paint Removal Environmental Compliance

a. Vessel Painting Compliance. All work must be performed in such a manner as to prevent any paint or debris from reaching the surface of the water. Paint floats are permitted as long as they are positioned in such a way as to preclude any paint from dripping onto the water. Attach tarp and shroud using magnets between the ship and float in a manner to allow all paint drips to be captured.

b. Background. Reference (a) contains the Best Management Practices (BMP) for surface preparation, painting and oil transfer operations conducted pierside at NAVSTA Norfolk.

c. Vessel Paint Removal Operations

(1) Vessel Sandblasting Operations. The following restrictions apply to sandblasting operations on the waterfront.

(a) Complete recovery of sandblasting material and paint is mandatory. Fixed or floating platforms shall be used as work surfaces when working at the water surface in order to provide a surface to catch spent abrasives. These platforms must be cleaned at the end of each work shift. Discharge of removed paint and sandblasting material to the water violates state and federal environmental regulations and must be avoided.

(b) Additional NAVPHIBASE Little Creek Requirements:

1. Message to Commanding Officer of NAVPHIBASE Little Creek two days prior to start of sandblasting requesting that no parking and warning signs be posted.

2. Operators will have respiratory evaluations and associated training.

3. All personnel within 25 feet of sandblasting area will wear eye, hearing, and respiratory protection.

(2) Vessel Scraping or Grinding. Any scraping or grinding must be performed in a manner to ensure collection of all chips. All debris must be vacuumed up at the end of each shift. Scraping over johnboats is unacceptable due to the likelihood of paint debris being discharged overboard by wind, rain or boat bailing. Scraping over floats is acceptable provided tarps or shrouds having magnets are used, attaching magnets between the ship and float in a manner to ensure all debris is captured.

b. Vessel Painting Operations

(1) Shipbuilding and Ship Repair Painting Operations

(a) Navy Policy. Reference (a) promulgates Navy policy regarding air pollution. Reference (c) requires affected Navy shore activities and ships to comply with the Clean Air Act requirements for ship coating operations. Reference (d) provides afloat guidance on compliance with the Clean Air Act, shipbuilding and ship repair coating regulations. Reference (e) is the NAVSTA Norfolk plan for compliance with the Clean Air Act standards for shipbuilding and ship repair coating operations.

(b) Background. The Clean Air Act Amendments of 1990 established standards for ship coating operations at major air pollution facilities. Reference (c) is pertinent to all facilities during ship coating/painting operations.

(c) NAVSTA Norfolk Specific Requirements

1. Since NAVSTA Norfolk is regulated as a major air pollution source, addressed in reference (e). Compliance requires

considerable record keeping, certification, and verification of the volatile organic content (VOC) of ship coatings. This regulation requires that the following VOC limits for each coating type are not exceeded:

COATING TYPE/USE	MAX VOC LIMIT (Grams/Liter)	MAX VOC LIMIT (Lbs/Gal)
GENERAL USE	340	2.83
AIR FLASK	340	2.83
ANTENNA	530	4.42
ANTIFOULANT	400	3.33
HEAT RESISTANT	400	3.33
HIGH GLOSS	420	3.50
HIGH TEMPERATURE	500	4.17
INORGANIC ZINC HIGH BUILD PRIMER	340	2.83
MILITARY EXTERIOR	340	2.83
MIST	610	5.08
NAVIGATIONAL AIDS	550	4.50
NONSKID	340	2.83
NUCLEAR	420	3.50
ORGANIC ZINC	360	3.00
PRE-TREATMENT WASH PRIMER	780	6.50
REPAIR AND MAINTENANCE OF THERMOPLASTIC COATING	550	4.58
RUBBER CAMOUFLAGE	340	2.83
SEALANT COAT FOR THERMAL SPRAY ALUMINUM	610	5.08
SPECIAL MARKING	490	4.08
SPECIALTY INTERIOR	340	2.83
TACK COAT	610	5.08
UNDERSEA WEAPONS SYSTEMS	340	2.83
WELD-THROUGH (SHOP) PRIMER	650	5.42

2. A waiver from the record keeping requirements of reference (e) for ship's forces painting operations has been obtained from the U.S. Environmental Protection Agency (EPA). This waiver does not apply to contractor work or to ship's forces painting, conducted during an overhaul availability. To ensure the waiver is not revoked, all vessels at NAVSTA Norfolk must comply with the following procedures when performing ships forces painting operations:

a. Procure only NAVSEA-approved marine coatings from supply system stocks to the maximum extent possible.

b. Ensure that the maximum VOC limit listed above is not exceeded for the applicable marine coating use category.

c. Per reference (c), thinning of marine coatings with materials such as thinners, solvents, and varnishes is

prohibited. All shipboard paint lockers must be marked with a conspicuous sign stating, "Thinning of marine coatings/paints is prohibited."

d. Incorporate good housekeeping practices by minimizing spills of coatings and solvents, ensure coating containers are in good condition and that coating containers are closed except when adding or removing materials.

(2) Spray Painting Operations

(a) Ships will cease painting immediately upon receipt of a complaint.

(b) Reports of damage will be made in accordance with Section 3170.1r of this instruction.

(c) NAVSTA Norfolk Specific Requirements. Ships will announce intent to conduct topside spraying five days in advance via message to their SOPA ADMIN (appropriate) SUBAREA VA, INFO SOPA ADMIN HAMPTON ROADS AREA VA, requesting widest dissemination. In addition, the following minimum precautions will be exercised:

1. Large signs will be posted at foot (landward end) of pier.

2. Ships proximate to area will be surveyed as soon as painting begins to ascertain fall-out pattern.

3. Painting will stop if wind velocity increases or direction changes. Painting may continue only after fall-out pattern is resurveyed.

(d) NAVPHIBASE Little Creek Specific Requirements. Ships planning topside spray painting shall notify SOPA (ADMIN) LITTLE CREEK SUBAREA by message no later than 48 hours in advance of the operation with ships at adjacent berths listed as INFO addees.

1. The ship will ensure that the area adjacent to the operation is clear of parked cars and other material that may be damaged by wind-borne paint. Spray painting is specifically prohibited where winds exceed 10 KTS and are coming on shore, (e.g., westerly at Piers 11-19, southerly at Piers 56-59, etc.). Additionally, a sign shall be placed at the base of the pier indicating spray painting is in progress.

e. Aircraft Painting Compliance

(1) Navy Policy. Reference (f) contains NAVSTA Norfolk guidance for compliance with the Clean Air Act, aerospace-coating

regulations. Reference (g) provides NAS Oceana guidance on the same topic.

(2) Background. The Clean Air Act Amendments of 1990 established standards for aerospace/aircraft painting and depainting operations at major air pollution facilities. Both NAVSTA Norfolk and NAS Oceana are major air pollution sources. Compliance consists of considerable record keeping, certification, and verification of the VOC of aerospace coatings. Questions on compliance procedures for the aerospace/aircraft coating operations should be directed to PWC Norfolk Environmental staff.

5090.3 Vessel Requirements

a. Navy Policy. Reference (a) promulgates Navy policy regarding afloat environmental compliance. Local installation Environmental staff should be contacted if additional guidance is needed.

b. General Vessel Requirements

(1) Overboard Discharges: While pierside, there shall be no overboard discharge of petroleum products, food matter, cleaning fluids, paint, or chemicals.

(a) Hull/Weather Deck Cleaning. Detergents may not be washed overboard from hull and weather deck cleaning operations. If decks are washed with detergent, all deck drains must be plugged and the residual washing liquids mopped up and discarded through the CHT system.

(b) Gray Water. Vessels with operating gray water collection systems will not discharge gray water overboard while pierside. Vessels without an operable gray water collection system may discharge gray water overboard but will minimize the discharge by using one or more of the following methods:

1. Discontinue use of garbage grinders

2. Minimize use of scullery

3. Reduce frequency of deck cleaning

4. Minimize use of (or secure) laundries

5. Secure non-essential sinks

6. Minimize crew onboard time

(c) Black Water. Black water will not be discharged overboard while pierside. The pierside CHT collection system or a CHT SWOB will be used for offloading black water.

(2) Painting/Chipping: Follow requirements in Paragraph 5090.2.a.

(3) Waste Disposal: Follow instructions in Paragraph 5090.5.

(4) Spills: Follow instructions in Paragraph 5090.4.

c. WPNSTA Yorktown Additional Requirements. All ships docked at WPNSTA Yorktown will have an oil containment boom placed around the ship immediately after arrival.

5090.4 Spills

a. Reference (a) promulgates Navy policy regarding water pollution. Reference (h) directs steps to be taken by commands/activities to reduce the possibility of water pollution.

b. Compliance. Fleet commands will ensure that oil and oily mixtures are not discharged in the prohibited zones. Vessels shall comply with reference (h), Articles 3701-3707, regarding oil pollution of the sea and coastal waters.

The provisions of the Oil Pollution Act of 1990 and the Federal Water Pollution Act, as amended, will be strictly observed. All oil and oil containing substances, including bilge water, must be properly handled to prevent a release to the environment (see Paragraph 5090.5b for bilge water disposal requirements).

c. SOPA (ADMIN) HAMPTON ROADS Spill Response Organization

(1) Navy On-Scene Coordinator (NOSC): Commander, Navy Region, Mid-Atlantic

(2) Facility Incident Commander (FIC): Installation Commanding Officers

(3) Navy Spill Management Team (SMT): Cleanup teams trained and equipped by the FICs and PWC Norfolk.

d. Prevention of Oil Spills. The primary emphasis in control of oil pollution is aimed at prevention of oil spills. Articles 3802, 3803, and 3805 of reference (h) provide guidance for the formulation of shipboard procedures in this respect. Ships and shore activities shall establish procedures for the safe handling of oils and industrial wastes and ensure the integrity of oil handling systems by frequent inspections and careful maintenance. See paragraph 3170.2 of this manual for specific information on fueling at Hampton Roads ports.

(1) Ashore Requirements. During all oil transfer operations, drip pans or other protective devices will be used to catch incidental spills or drips from hose nozzles, hose racks, drums or barrels. Spill equipment such as absorbent pads, rags or mops will be readily available.

(a) Required actions in event of a spill. Upon discovery of a polluting discharge, it is necessary to simultaneously effect the proper notifications and to limit (stop the source) and contain the spill to prevent contamination of critical water areas. Proper action will ensure rapid, effective response. Oil spills also constitute a serious fire hazard. Personnel shall be alert at all times to detect oil spills, particularly during fueling operations.

1. Spill Control. In the event of an oil or hazardous substance spill or discharge of oily mixture, take immediate steps, if possible to stop the spill at the source, and contain it in proximity to the source. All concerned will take immediate action to reduce the hazard by putting out the "smoking lamp," cease burning or welding in progress, etc.

2. Spill Report. The incident must be reported immediately to the local installation commanding officer, commanding officers of adjacent ships and the shore installation emergency dispatcher. COMNAVSURFLANT units shall additionally make a report to COMREGSUPPGRU Norfolk.

3. Immediate Telephone Notification

a. The first level of notification calls should be to the appropriate Emergency Communications Center (ECC). Notification will include the location, amount and type of pollutant. (Example: southside Pier 23, 100 gallons, DFM). **Do not postpone notification due to lack of complete information.** Notify by telephone and follow with message, as detailed in sections 5090.4d(1)(a)4.

During notification, state whether or not clean up assistance is required. Report the incident regardless of whether or not clean up assistance is required.

Refer all media inquiries to COMNAVREG MIDLANT PAO.

4. Spill Message. The second level of reporting consists of message notification within six hours of event utilizing formats outlined below, utilizing the latest revisions contained in Appendices H and I of reference (a).

a. Oil Spill Message Format. In addition to the addressees listed in reference (a), Appendix H, the following addressees are required on all spill messages for the Hampton Roads area:

INFO COGARD MSO HAMPTON ROADS//JJJ//
COMNAVREG MIDLANT NORFOLK VA//00//
PWC NORFOLK VA//90//
NAVPHIBASE LITTLE CREEK VA//PM PUBLIC SAFETY/N05//
[Installation]//00//
NAVSTA NORFOLK VA//PM PORT OPS/N3//

b. Hazardous Substance (HS)/Sewage Release/Spills Message Format. In addition to the addressees listed in reference (a), Appendix I, the following addressees are required on all spill messages for the Hampton Roads region:

INFO COGARD MSO HAMPTON ROADS//JJJ//
COMNAVREG MIDLANT NORFOLK VA//00//
PWC NORFOLK VA//90//
[Installation]//00//
NAVSTA NORFOLK VA//PM PORT OPS/N3//

5. Spill cleanup

a. Roles. Each FIC will oversee response to water pollution within his respective jurisdiction and will maintain access to an appropriate organization SMT with materials and equipment ready to respond on short notice to requests for assistance in controlling and removing oil spills and other HS discharges.

COMNAVREG MIDLANT Regional Environmental Coordinator, as NOSC for water pollution, will call for assistance, should the nature and size of the spill dictate. **The shore facility PAO will coordinate on-scene information and assist the NOSC and COMNAVREG MIDLANT PAO in preparing situation reports and progress reports to news media and other appropriate governmental civilian agencies. COMNAVREG MIDLANT PAO will make all news releases concerning any oil or other hazardous material spill.**

b. Spill sampling. If an oil spill sample analysis is required, PWC Norfolk or the U.S. Coast Guard will accomplish this. All Coast Guard sample collection shall be coordinated with the NOSC to ensure that any necessary split samples are retained by the Navy.

c. Responsibility for Oil Removal. The ultimate responsibility for the containment and removal of oil from a spill rests with the command causing the spill. When a ship is responsible, in most cases, it will be necessary to receive assistance from the FIC who will provide trained personnel and equipment to properly remove the oil.

d. Cleanup Steps to be taken by Responsible Ship. Positive steps that the responsible ship should take include rapid

location and securing of the source of pollution, proper use of fire hoses to "corral" the oil while it is being removed or until help arrives, supplying manpower, as needed, to the FIC, and making all required notifications.

Use of fire hoses is an acceptable method for containing spills. Spray should create a "wave" behind the sheen and push oil in the intended direction. Special care will be taken to prevent the oil slick from flowing under piers where cleanup efforts will be impeded.

e. Physical Removal of Oil. Physical removal of oil from the water is the most acceptable method of responding to oil spills. Skimmers, sorbents, and vacuum trucks are available through FICs to assist in the physical recovery of oil or hazardous substances. ***The use of Chemical Dispersants (Detergents or Emulsifiers) is prohibited.***

f. Cleanup cost - reimbursement of labor and material. Fleet activities/commands responsible for pollution of the water will be required to fund all cleanup operations and disposal expenses. This may involve direct payment of contractor fees or reimbursement of funds expended by other Navy commands.

5090.5 Waste Disposal Requirements

a. Navy Policy. Reference (a) promulgates Navy policy regarding waste disposal requirements. The following section provides additional guidance for use by the Fleet in Hampton Roads. Local Environmental staff should be contacted if additional guidance is needed.

b. Oily Waste Disposal. See section 5090.5d(1) for procedures to dispose of shore generated waste oil.

(1) Ashore. PWC Norfolk Oil Recovery should be contacted for pickup.

(2) Afloat

(a) NAVSTA Norfolk. Fleet units should contact PWC Norfolk Ship Support Office. NAVSTA Norfolk Port Operations can also be contacted for assistance.

1. NAVSTA Norfolk Oily Waste Collection System:

a. Piers at NAVSTA Norfolk are equipped with oily waste/waste oil (OW/WO) collection piping and risers for offloading bilge water and non-contaminated oily wastes. PWC Norfolk Ship Support Office will coordinate hookup for ships to the collection system through LOGREQS. Ships will be expected to use this system for all non-contaminated bilge water and oily wastes.

b. If the pierside OW/WO collection system is non-operational, PWC Norfolk Ship Support Office will arrange for OW/WO services via a PWC Norfolk Oil Recovery tanker truck, square/FRAC tank, SWOB or a shipboard separator. If shipboard oil water separators are used, PWC Norfolk Ship Support Operations will coordinate pick-up of oil from the shipboard used oil tanks.

2. Port Operations procedure for SWOB usage:

a. Ships will provide line handlers and necessary mooring lines.

b. The ship will be responsible for the security of the SWOB while it is alongside.

c. Ships will ensure the SWOB is free of all trash/debris prior to removal.

3. Bilge, ballast, and fuel tank cleaning wastes, including butterworthing rinse water, may be discharged to the collection system. ***No other industrial wastes are allowed in the pierside OW/WO collection system.*** Vessels shall ensure that personnel are properly trained in oily waste management and that no contaminants have entered the bilge water or oily waste. Contaminants include but are not limited to:

a. Aqueous Film Forming Foam (AFFF)

b. Sewage (black water and gray water)

c. Hazardous materials and hazardous wastes

d. JP4, AVGAS, MOGAS, and gasoline

e. Boiler cleaning wastes

f. Antifreeze

g. DIEGME (commonly called Fuel System Icing Inhibitor (FSII))

h. Other emulsions, toxic or corrosive chemicals and low flash point hydrocarbons

The Regional Environmental office should be contacted for disposal services for these substances.

4. OW/WO discharge during night hours. Discharging during the hours between sunset and sunrise is undesirable for the following reasons:

a. Reduced ability to immediately detect a spill.

b. Inability to determine amount and spread of spilled fuel on water.

c. Longer response time in event of spill (workers must be called in from home).

d. Overtime pay for response teams required.

Approval for ships to discharge oily waste after dark must be obtained from the Commanding Officer of the appropriate installation by phone call to the local Port Operations Officer. The following additional requirements must be in place:

e. Extra topside safety watches will be stationed at the discharge station and on the pier or SWOB to monitor the water for any oil sheens.

f. Oil spill clean up equipment

g. Adequate lighting

h. The Chief Engineer will be on board to supervise the evolution.

(b) NAVPHIBASE Little Creek. The Ship Support Office provides OW/WO collection and handling services. For emergency requirements outside normal working hours, contact NAVPHIBASE Little Creek Port Operations. Any services requiring payment of overtime are chargeable to the requesting command unless otherwise determined.

(c) WPNSTA Yorktown/Cheatham Annex. OW/WO should be offloaded prior to arrival. If offload at the facility is required, PWC Norfolk Oil Recovery should be contacted.

c. Hazardous Waste Disposal. This section identifies requirements and responsibilities applicable for management of Hazardous Waste (HW). HW handling and disposal is governed by the Environmental Protection Agency (EPA), the Virginia Department of Environmental Quality Regulations, and reference (a). The following section provides general information for the Fleet in Hampton Roads. The local Environmental staff should be contacted if additional guidance is needed.

(1) HW Definition

(a) Generally, the term, "HW", is used, or "excess HM". HW is defined as a chemical that exhibits one or more of the hazardous

waste characteristics of ignitability, corrosiveness, reactivity or toxicity or is specifically listed as HW by the EPA. Such characteristics (listed below) can often be found in a Material Safety Data Sheet (MSDS).

1. **IGNITABLE:** Can catch fire easily, has a flash point of 140 degrees Fahrenheit or less; examples: paint and paint thinner.

2. **CORROSIVE:** Can burn the eyes on contact, pH less than 2 or greater than 12.5; examples: battery acid, waste acids, phenol, hydrazine.

3. **REACTIVE:** Can catch fire, explode or give off fumes when exposed to water; examples: ordnance and explosives.

4. **TOXIC:** Toxicity is measured by an EPA test called the Toxicity Characteristic Leaching Procedure (TCLP). Materials containing certain metals, or chemicals, detected by this test are classified as having the toxicity characteristic, and are classified as HW. Examples are lead, mercury, and trichloroethylene.

(b) In addition to characteristic waste, the EPA specifically lists other compounds as hazardous. Typical Navy wastes, which fall into this category, are acetone, benzene, phenols, toluene.

(2) HW Minimization. In order for the Navy to save disposal costs and achieve HW minimization goals, HW generation will be minimized by the following techniques, in order of priority:

(a) Extend Shelf Life. Extend Type II Material on the ship or shore station. Type II items are extendible; Type I are not. Supply Departments can provide classification and extension information. Additional guidance may be provided by Defense Depot Norfolk Virginia (DDNV).

(b) Crossdeck. If material can not be used before its shelf life expires, cross-decking it, i.e. giving it to someone else (another activity, squadron, or command) who needs it, is the next best alternative.

(c) Turn material in to DDNV

1. DDNV will accept material under the following conditions:

a. The material must be in Class A condition, with NO scratches, dents, or rust on the container. Material must have original labels and be in the same unit of issue as originally issued.

b. The material must have at least six months of shelf life remaining. Extend shelf life, if feasible, before returning to DDNV.

c. A completed DD Form 1348-1 must accompany the material.

(d) Turn in material to Defense Reutilization Material Office (DRMO). Material must be delivered to DRMO. Contact DRMO for specific requirements.

(3) Disposal Procedures. If minimization techniques have failed, the last option is disposal as HW.

(a) HW Generator Responsibilities. The generator must maintain labels, markings or other identification of HW containers to aid in minimizing risks to personnel and in expediting the disposal process. The generators are responsible for appropriately managing the waste and turning it in for proper disposal. Both illegal dumping and abandonment are criminal violations of federal regulations.

(b) HW Management and Turn In. PWC Norfolk Environmental Services is designated as the transportation and disposal agent for hazardous waste. Non-routine HW pickups should be arranged by phone. Transportation of HW requires a special permit; Fleet commands are not authorized to transport HW.

1. HW Pickup at NAVSTA Norfolk Piers. Daily pickup services are available at the following locations: Pier 5, 0830; Pier 11, 0830; Pier 24, 1030; and between Piers 21 and 22, 1300. A DD Form 1348-1 must be prepared and a representative of the command generating the HW must remain at the site, to process paper work and identify the waste to PWC Norfolk. It is a violation of federal, state, and local regulations to leave HW unattended at these designated pick up points. Each Pier SOPA is responsible for the respective pick up point and for proper disposal of all HW abandoned at the pick up point.

2. Vessel HW Offloads. Offloads of four or more pallets of HW need to be arranged ahead of time with PWC Norfolk Environmental Services. For planning purposes, anticipate two-week lead time from time of request to actual offload.

(c) Ashore HW Management and Disposal

1. All HW must be stored in either an approved satellite or Hazardous Waste Accumulation Area (HWAA). HWAAs can only be established by the Regional Environmental Office.

2. Each HWAA will have a designated site custodian who arranges for proper HW disposal and ensures proper management of the waste while it is in the HWAA.

3. Generators will prevent any HW from losing its identity and becoming **"unknown"**. If contents are truly unknown, the container should be marked "unknown". PWC Norfolk will not pick up an unknown. When an unknown has been discovered:

a. Call PWC Norfolk Laboratory to have the unknown tested. Request waste characterization for disposal, and either the generator or the laboratory can test the sample.

b. Write on the container: date sample taken, and "waiting for analysis".

c. Hold the unknown item at the command until the test results are received.

d. Management and Disposal of Other Types of Waste

(1) Used Oil

(a) Management. Keep petroleum and synthetic based products separated. If petroleum and synthetic products are mixed together, they may not be recycled. Used synthetic oil/hydraulic fluid, (mixed with water and dirt only) may be collected together. Label containers with oil type, e.g., "used synthetic oil" or "used petroleum oil". Used petroleum based oils, lubricants and PD-680 Type II (mixed with water and dirt only) are recyclable.

Used oil and hydraulic fluids (petroleum or synthetic) contaminated with a HW, such as Freon, must be managed as HW (see section 5090.5.c).

(b) Disposal. Containers of used oil can be turned in to DRMO Norfolk, Building SDA-204, or PWC Norfolk Environmental Services can be contacted for pickup.

(2) Rags

(a) Disposal. A DD Form 1348-1 form must be prepared by the command generating the oily rags. Oily rags must be transported to Building Q-50 Monday through Friday from 0730 to 1530.

HM/HW Rags contaminated with HM/HW must be managed as HW (see section 5090.5.c).

(3) Industrial waste. Sodium nitrite, hydrazine, morpholine and AFFF are industrial wastes and must be disposed of through PWC Norfolk.

(4) X-2, X-3 Chemicals

(a) PWC Norfolk will accept non-radioactive naval nuclear power plant chemicals designated X-2 or X-3. To schedule picks up call PWC Norfolk.

(5) Ion Exchange Resin. To turn-in ion exchange resin, call DDNV.

(6) Gas Cylinders

(a) Gas cylinders, stamped with "U.S. Government", may be turned in to FISC Norfolk. Call for guidance.

(b) If gas cylinders were purchased in a foreign country, call PWC Norfolk Regional Environmental for guidance.

(c) If a contractor provided the gas cylinders, return them to the contractor.

(7) Drums

(a) 55-gallon and larger

1. The command that empties 55-gallon drums must remove them. If the drums contained petroleum oil or hydraulic fluid, the generator may transport them to DRMO. DD Form 1348-1 is required; call to schedule an appointment.

2. 55-gallon drums which contain one inch or less of petroleum residual may also be accepted by Regional Recycling. Call Regional Environmental for guidance. Do not place empty 55-gallon drums in the "metal only" dumpster.

3. If drums contained products other than petroleum or hydraulic fluid, call the local installation environmental staff for disposal guidance.

(b) Empty metal cans (up to 5-gallon size).

1. Empty metal cans that contain one inch or less of residual petroleum products can be placed into a "metal only" dumpster.

2. Paint cans that contain one inch or less of hardened paint can be placed into the "metal only" dumpster.

3. No more than 25 empty cans can be placed in a clean plastic bag and deposited into the "metal only" dumpster. For guidance on disposal of full or partially full aerosol cans, call the local installation environmental staff.

5090.6 Liquid Storage Tank Facilities, Shore Installations

a. Background. Aboveground and Underground Storage Tanks are regulated by several Virginia and Federal Environmental regulations. PWC Norfolk Regional Environmental is responsible for complying with the environmental regulatory tank registration and construction requirements.

b. Notification of Storage Tanks. Regional Environmental must be notified of all newly installed aboveground and underground storage tanks (ASTs and USTS) used to store petroleum, wastewater or other liquids. Notification of tanks used to store compressed or condensed gases or above ground tanks internal to a building is not required. All planned UST and AST installations, modifications and removals must be approved by Regional Environmental prior to commencement of work. Within two weeks following the installation, modification or removal of a UST used to store petroleum products, a complete UST notification form must be submitted to Regional Environmental.

c. Leak Detection. Activities that own ASTs/USTs are responsible for performing monthly leak detection on their tanks. Regional Environmental must be notified of suspected releases within 24 hours of identification. Regional Environmental will inform the appropriate regulatory agency and initiate an investigation.